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The Long Island FISHERMAN

JANUARY 31st, 1974, ISSUE No. 5

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CLUB NEWS

SLIDE PRESENTATION AT SALTY FLYRODDER'S MEETING

A slide presentation and a talk on the "How's of Salt Water Flyrodding" will be given at the February 4th meeting of the "Salty" Flyrodders of New York, Inc.

Lou Tabory, well known writer, fishing guide and flycasting instructor for Scientific Anglers will be the featured speaker, answering all questions on fishing techniques and casting problems.

Pete Kriewald will be there to show the new type popper with which he caught the new 45 lb. world record striped bass on a fly.

The public is invited free at this meeting, which will be held in the lower hall of the Grace Lutheran Church, 31-20 21st Avenue, Astoria, L.I., N.Y. at 8:00 P.M. (212) YE 2-1986.

RIVERBAY SPORTSMEN'S CLUB FORMS "BASSMASTER" CHAPTER

It's official!! The Riverbay Sportsmen's Club Inc. recently adopted a new segment of specialized sportsfishing — black bass fishing. And so, the "Riverbay Bassmasters" was formed, not only as another division of this diversified fishermen's organization, but also as an affiliated chapter of B.A.S.S. (Bass Anglers Sportsman's Society). Elected chapter officers are: President John Kaspar; V.P. Barry Kawalick; Secretary Ivan Krupit.

The Riverbay Bassmasters are one of some 700 affiliated chapters of the over 130,000-member national bass fishing organization headquartered in Montgomery, Alabama. Besides an interest in improving angler's bass fishing skills, the Society has acted to improve fishing waters and protect the sport of fishing.

It will also be their endeavor to initiate inner bass chapter tournaments as well as inter club tournaments, and perhaps eventually form, with other bass chapters, a New York State Chapter Federation. There are already 21 state federations in B.A.S.S.

Interested? Come on down to one of the Club's regular meetings. They meet the second and fourth Tuesday of each month in room #1 at the Dreiser Loop Community Center, or call chapter secretary Ivan Krupit, 671-7512.

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The Long Island FISHERMAN

THE ONLY WEEKLY GUIDE FOR FISHERMEN IN THE N.Y. AREA

Vol. 9 No. 5 January 31, 1974

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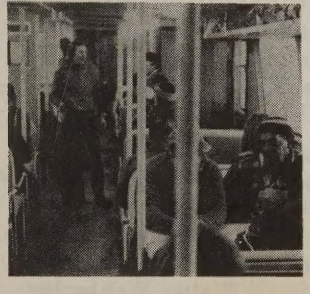

ABOUT THE COVER: The lounge car on the 7:20 am out of Milford? Nope! It's just that winter cod fishing has drastically changed in the past few years. Read "WINTER FISHING: Not What It Used To Be" by Don Millus, on page 12.

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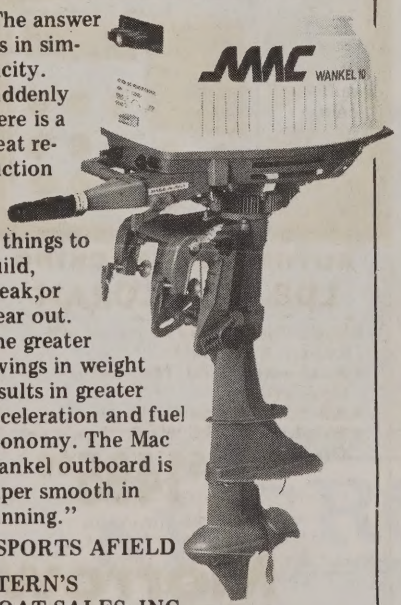

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News Releases

"YOUR FUTURE IN THE SEA" SYMPOSIUM TO BE HELD

Sleeping sharks, fiddler crab behavior, poisonous flounders, farming the sea, and saturation diving in the Bahamas will be among the topics at the all-day symposium "Your Future in the Sea."

The symposium, sponsored by the American Littoral Society, will be held at Hunter College, 69th at Park Ave., New York City, on March 2, 1974, from 12:30 p.m. until 5:30 p.m. and from 8:00 p.m. until 11:00 p.m.

The symposium is open to the public. Price of tickets is: For Society members, $2.00 daytime, $3.50 evening, $5.00 both; non-members $3.00 daytime, $4.00 evening, $6.00 both. More information on the symposium may be obtained by writing to the Littoral Society, Highlands, N.J. 07732.

USPS BOATING COURSES AT CAPTREE, FREEPORT & HICKSVILLE

The following organizations are sponsoring boating courses that are open for public participation:

CAPTREE POWER SQUADRON (USPS)

Registration will take place the first night — Wednesday, February 13 — at 7:30 p.m. in the Lindenhurst Junior High School, 350 South Wellwood Avenue, Lindenhurst. For details call 249-5869 or 541-3327.

SOUTH SHORE POWER SQUADRON (USPS)

Registration, introduction and first classes will be held at 8:00 p.m. and last approximately two hours at: Freeport High School — Tuesday, February 19; Hicksville High School — Wednesday, February 20.

GSB POWER SQUADRON FREE BOATING COURSE

A free boating course will be given by the Great South Bay Power Squadron, registration at 8 P.M., Jan. 29th at Islip High School.

Taught in the course are safety, seamanship, aids to navigation, government regulations and the use of compass and charts.

For more information about these courses, call 581-9475.

BOATING COURSE TO BE HELD AT PORT CHESTER YACHT CLUB

Flotilla 61 United States Coast Guard Auxilary, will conduct a 12-lesson Free Safe Boating Course at the Port Chester Yacht Club, foot of Fox Island Road, Port Chester, New York, starting 5 February 1974 at 8:00 P.M.

Also conducted currently, will be a 4-lesson young boatsman safety course, that will enable youngsters between the ages of 10 and 15 to earn their New York State certificate to operate a motor boat.

Registration will be held at Port Chester Yacht Club, foot of Fox Island Road, Port Chester, New York, on 5 February 1974 at 7:30 P.M.

For further information contact Joseph A. Pugliese FSO/PR61 at 203-531-6684 after 5:30 P.M.

ALL THE PUBLIC YOUNG AND OLD ALIKE ARE CORDIALLY INVITED TO ATTEND.

COAST GUARD AUXILIARY BOATING SAFETY COURSES

Flotilla 19-1
Huntington High School
Jan. 30 at 8 P.M.
Call (516) 692-8652

Flotilla 64
Mondays & Wednesdays starting
4 February, 1974
Manhattanville College
Purchase, N.Y.
FSO/PE Walter Weisbecher
30 Manchester Rd.
Eastchester, N.Y. 10707
914-961-5052

Flotilla 61
Tuesdays starting 5 February, 1974
Port Chester Yacht Club
Port Chester, N.Y.
FSO/PE Herbert Haeger, Jr.
35 Summit Ave.
Port Chester, N.Y.10573
914-937-3358

Flotilla 65
Tuesdays and Fridays starting
26 February, 1974
Pelham Memorial High School
Pelham, N.Y.
FSO/PE Stephen Altman
57claireave.
New Rochelle, N.Y. 10804
914-245-4386

BIC SURVEY REVEALS FUEL FOR BOATS IS AVAILABLE

Boats are getting gasoline and diesel fuel right now, a survey by the Boating Information Council of key marinas in key southern boating states has revealed.

While not all marinas are receiving all the fuel they need to supply boatmen, most of the 30 marinas contacted reported they have been able to meet the needs of the majority of boats stopping at their fuel docks.

The Florida marinas reported they generally were on "official" allocation levels averaging 90%of their 1972 volume, but in fact were being supplied with nearly all the gasoline they needed. Diesel fuel appeared to be in slightly shorter supply, with some marinas limiting transient customers to 30 or 50 gallons. Only two marinas in Florida reported they were restricting sales of gasoline.

In Southern California marina operators told surveyors from the National Association of Engine & Boat Manufacturers they had anywhere from 50% to 100% of their capacity in gasoline, and were getting regular shipments. Their diesel fuel supplies were running as high as 80% of their storage capacity. Suppliers were working with varying allocation levels to the marinas, running as high as 110%of 1972 levels for gasoline and 100%of 1972 levels for diesel fuel. Allocation levels averaged 89% for both diesel and gasoline.

QUESTIONS & ANSWERS ON FUEL FOR BOATS

Q. What regulations apply to boat owners? The Petroleum Allocation and Price Regulations Issued Jan. 15, 1974.

Q. How is gasoline allocated?
Motor gasoline is allocated to provide: A) 100% of current requirements for agricultural production, emergency services, energy production, sanitation services, telecommunication services and passenger transportation services. B) 100% of base period volumes (the base period being the applicable month in 1972) for all other business activities, and, C) the remaining available gasoline to all other end-users via the normal distribution system.

Q. Where does the boatman stand under the regulations?
All available gasoline, after essential and business uses have been satisfied, will be distributed through normal retail channels. There are no restrictions on boating or any other personal use.

Q. How much gasoline can the boat owner expect?
Retailers are entitled to receive the same amount of fuel they received in 1972, on a monthly basis. This means that any shortages would be about equal to the growth in demand since 1972. The Federal Energy Office estimates that retailers will have about 20 percent less than their first quarter requirements in 1974 would have been

[Continued on page 15.]

CONTESTS & TOURNAMENTS

TWO STRIPED BASS TOURNAMENTS ANNOUNCED

Fred Johnson, President of All-American Bass Casters, announced two Saltwater Striped Bass Tournaments, one for the Surf Fisherman and one for the Boat Fisherman. Both of these tournaments will carry cash awards of $1,600.00 plus the Miller High Life Cup Trophy, to the winners.

May 19th: The New Jersey Striped Bass Invitational Tournament for the Surf Fishermen will be held at Seaside Park N.J. Tournament Headquarters will be at the Windjammer Motor Inn at Seaside Park.

June 9th: The Cape Cod Striped Bass Invitational for the Boat Fishermen will be held at Falmouth, Mass. Tournament Headquarters will be at the Sheraton Inn — Falmouth.

Entry applications are available at many of the tackle shops in New England, New York and New Jersey areas, or can be had by writing to the club headquarters at 6 Churchill Road, Chelmsford, Mass. 01824.

SCHAEFER FISHING CONTEST 27th ANNUAL WINNERS

Grand Champions

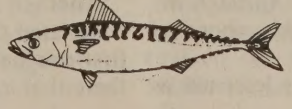
MARTHA'S VINEYARD FISHING CLUB, MASS.
2nd Place Overall - SPORTSMEN UNLIMITED, MASS.
3rd Place Overall - PINE ISLAND FISHING ASSOC., CONN.

Overall Heaviest Individual Catch

STRIPERS/SURF	Joseph Ioveino, Central Conn. Striper Club, Conn.
STRIPERS/BOAT	Ronald Brothers, Pioneer Valley Boat & Surf, Mass.
BLUES/SURF	Larry Stockton, Merchantville Fishing Club, N.J.
BLUES/BOAT	Ed Rindfleisch, Long Beach Striped Bass Fishing Club, L.I.

Overall Species Winners

STRIPERS/SURF	MARTHA'S VINEYARD F.C., MASS.
STRIPERS/BOAT	PINE ISLAND FISHING ASSOC., CONN.
BLUES/SURF	SPORTSMEN UNLIMITED, MASS.
BLUES/BOAT	SPORTSMEN UNLIMITED, MASS.



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Dolphin

by Don Vetter

Shreds of fracto-stratus cloud scudded beneath the towering billowy cumulus to spread their dirty gray across the cerulean sky. In stark contrast to the puffy white clouds, rolling majestically along to the horizon, these dingy little harbingers of foul weather drew dark streaks of shadow over the water as they momentarily blotted out the sun. The stiffening westerly wind broke off the crest of my creaming wake and drove it to leeward as spindrift.

The turquoise of the shoal water gradually gave way to that unbelievable cobalt blue which marks the deeper waters off the Florida coast, in marked contrast to the gray-green of the seas off Long Island, as my trihedral hull craft skimmed over the waves. Though I must have been making close to 30 knots, silvery flying fish kept pace with me scant inches above the water's surface, kept aloft by their extended wing-like pectoral fins. They even pulled ahead before dipping beneath the waves, only to emerge again, seconds later, becoming airborne with a rapid motion of their long rudder-like lower tail fins.

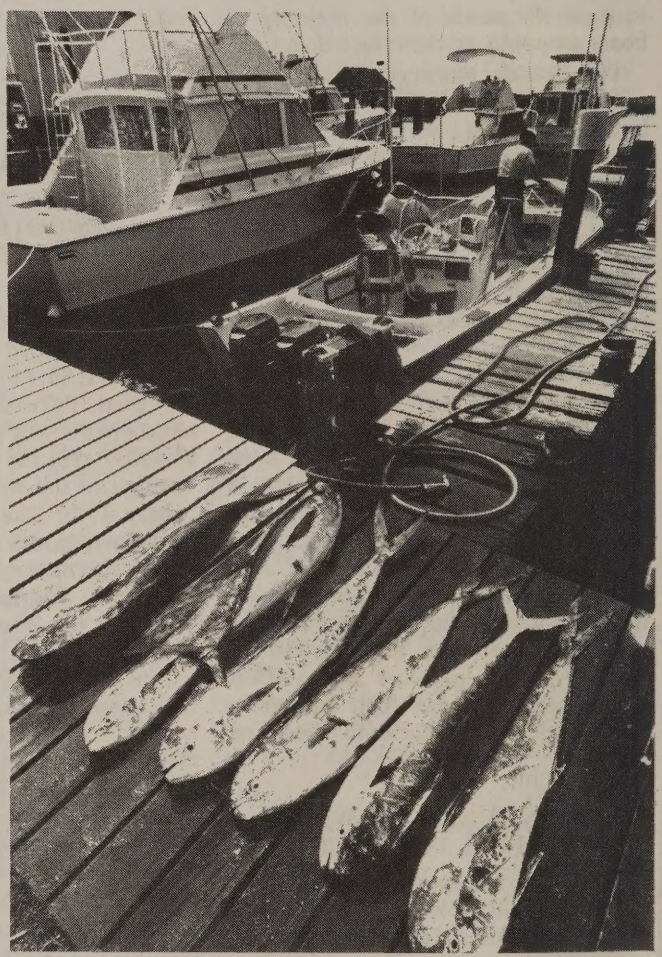
Approaching a line of weeds and drifting flotsam, I cut the throttle and came to a skidding halt. Too impatient to rig up a ballyhoo bait for trolling, I grabbed a medium-light salt water spinning outfit, equipped with 10 pound test mono, and began to cast a Rebel plug to the edges of the floating matter. Knowing the affinity dolphin have for weed lines and floating objects, I had high hopes as I worked the Rebel with a fast, erratic retrieve.

As the plug drew abreast of a half submerged crate, a shadowy form emerged from beneath and struck. When the fish took off on a run of incredible speed and power, with the reel drag buzzing in protest and the butt of the doubled up rod feeling as if it were trying to bore a hole in my stomach, I could not help but think back to my first encounter with dolphin aboard the head boat "Marathon Lady" some years back.

Taking dolphin aboard an open party boat is not an everyday occurrence by any means, even in the rich waters of the Florida Keys, which is perhaps just as well, considering the difficulty I experienced bringing the larger of the two fish I took that memorable day to gaff. Fishing with a heavier 9 foot spinning rod and large reel well filled with 15 pound test mono, I was drifting a ballyhoo bait for king mackerel, as were many of the fares aboard the party boat (or "drift" boat, as they are most often called in Florida) that day, when a school of dolphin appeared astern.

Retrieving my bait as fast as I could turn the reel handle, the strike came within a few feet of the boat's transom and the speeding fish paused not a whit as the hook went home. With the big rod bent in a dangerous arc, and my left hand palming the reel spool in a futile attempt to slow that initial run, I made my torturous way towards the bow in pursuit, slipping, stumbling and sliding over, under and through the other anglers' lines, with many an unprintable shout of annoyance ringing in my ears.

The screaming of the drag ratchet gradually lessened as



Dolphin are often fished for by anglers in smaller, open boats.

the dolphin's first long run dissolved into a series of spectacular leaps. Seven times in a row the fish took to the air, returning to the water between jumps, barely long enough to get his tail wet. Three complete circuits around the boat I made, following this seemingly tireless gamester to the tune of such wry comments from fellow fares as: "Has he still got that fish on?" "He'll never get it into the boat."

I was inclined to agree, after 25 minutes of battle, especially when the dolphin dove under the anchor rode close in. An assist from the mate in passing my rod beneath the anchor line was most appreciated. Finally, the fish tired enough to be brought to boatside and the gaff struck home. I had but little time to admire my trophy, for he was quickly and unceromoniously dropped into the fish box.

Another, much smaller, dolphin and an ambitious bonito completed the day for me, but reflecting on the trouble that first one had given me, I came to the conclusion then and there that a crowded head boat is no place to do battle wit'

these gamefish. An open, outboard powered boat is just about ideal for dolphin fishing without stepping on anyone's toes, as I appreciated while bringing my first fish of the day to gaff on the trip described in the opening paragraphs.

To the uninitiated there is some confusion as to what constitutes a dolphin, for the porpoise, that intelligent playful mammal, is often referred to as a dolphin. Before some non-fishing nature lover concludes that Vetter is a dastard out to slay Flipper, I'd better make it clear that the dolphin we are dealing with here is a true fish.

The male dolphin is distinguished by his high, blunt forehead, while the female's snout is rounder and tapers more gradually. With their iridescent bluish-green backs, powder blue upper sides shading to golden yellow flanks, and covered with small purple blotches, dolphins are mong the handsomest fish to swim in salt water; the magnificent coloration fades soon after death, however, leaving in its place a nondescript green. One of the fastest swimming of gamefish, they are quick enough to pursue an airborne flying fish and grab him when he re-enters the water.

Although dolphin frequent the waters off Long Island in the summer months, it is Florida which plays host to them throughout the year. Even down there, the seasonal peak of dolphin fishing is in the spring months of March through May, though some action may be had with the species almost any time of year. In point of fact, they often serve as substitute fish for charter skippers whose customers may be bent on the more glamorous, but often difficult to obtain, billfish, sails and marlin. The captains always have the dolphin, "old reliable" or the "bread and butter"fish, as they often call him, to fall back on.

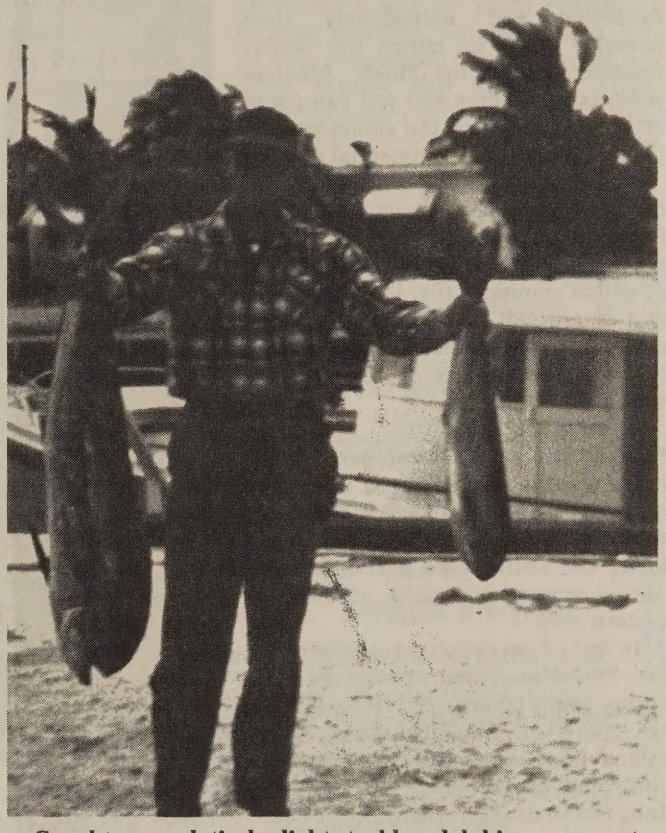
The standard method of taking dolphin is trolling, often unfortunately with tackle more suitable for larger species, which hardly allows this fine gamefish to perform to his best advantage. When fishing from your own boat, a medium-light salt water spinning rod of about 8 feet in length is ideal for dolphin, when equipped with a reel such as the Garcia Mitchell 306 or 406 or a Penn 710 filled with 10 or 12 pound test mono. With such an outfit, you will be able to use either bait or lures.

A balao or halfbeak, commonly referred to as a ballyhoo," is the number one bait for dolphin and many other Florida offshore gamesters. The silvery baitfish is characterized by an extension or "beak" on the lower jaw. It is best fished on a rig consisting of two 6/0 Sobey or Pacific Bass pattern hooks at the end of a 3 foot single strand wire lead, affixed to the line with a black painted swivel (many toothy Florida fish will strike at a shiny swivel and part your line), though a longer wire lead may be in order if billfish are a real possibility.

The beak of the ballyhoo is best bound to the wire leader with thread to prevent line twist. One hook is passed through the baitfish's eyes and the other buried in the back, making sure the bait is straight on the rig with no curvature to cause it to spin. The bait may be either drifted or trolled, although dolphin are far more likely to take a moving bait than one merely drifting in a tideway. Trolling speed should be rather fast, somewhat faster than that you would use in bluefish trolling, for example.

Dolphin readily take a wide variety of lures, providing they are fished with a fast, erratic retrieve. Large bucktails, particularly when garnished with a strip of pork rind or fish belly, are good, but plugs are often far better. The big Rebel, Rapala Magnum or the biggest Mirro-lures all work well whenever dolphin are present. Casting around the edges of an offshore weedline, or nearly any floating object, is an almost sure way to hit paydirt. Whether it is the shade provided, or the fact that baitfish often congregate in such areas, I could not say, but dolphin certainly love to hang around flotsam of any sort.

When you reach the dock with a fish box filled with dolphin, your fun is by no means over, for, though not many anglers realize it, dolphin ranks close to the vaunted pompano as an eating fish. A filet of dolphin or dorado (meaning gilded), as he is known in Spanish, makes a meal that is almost enough to make a vacationing Long Islander forget that it is winter back home.



Caught on relatively light tackle, dolphin are great gamesters.

News Releases

LIEC ENERGY BOOKLET

The Long Island Environmental Council is applying its own energies to promoting the energy conservation effort among citizens and businessmen.

Do you want valuable hints on how to save energy and money in the home, in the office and on the road?

Write to the Council for "ECO-TIPS", an eight page booklet confronting the energy problem head-on and suggesting how you, as an individual or as an organization member, can help to combat it.

The booklet covers such subjects as heating and cooling homes and buildings, transportation, refrigeration, lighting, use of household appliances and disposal of waste products.

Individuals may obtain a copy by sending a stamped self-addressed envelope to the Long Island Environmental Council, 95 Middle Neck Road, Port Washington, N.Y. 11050. Quantities are available at $5.00 per 100 copies.

Fish Now for YELLOWTAIL!

by Matt Ahern

Mention flounders to most sport fishermen and immediately their thoughts drift to either the winter flounder, or to the fluke. Mention yellowtail flounders and you can count on a blank stare, or the comment that they are strictly a commercial fish.

The latter is not quite accurate, for, during the cold season, yellowtail flounders can be caught off Long Island's south shore by sport fishermen as well as commercially. I have done so, and caught all my conscience would allow, using the tackle one would use on winter flounders, only on a heavier scale.

Information on the yellowtail flounder is scant when compared to the popular winter flounder and fluke. But all will agree, the yellowtail is one of the mainstays of the commercial fishery along the south shore of Long Island during winter, especially around the eastern end.

In fact, there are so many offshore in late fall, winter, and up to very early spring, many commercial boats from as far away as Massachusetts, Rhode Island and Connecticut come here to fish. And, by the same token, many Long Island draggers deliver their catch to Newport where the demand is high for the choice fillets this fish provides.

Incidentally, yellowtails are usually plentiful enough; this could be an opportunity for enterprising party boat skippers to build up a new fishery. Even with the pressure from the foreign fleet, there certainly seem to be a sufficient supply of yellowtails to make it worthwhile.

My first experience with yellowtail flounders came as a kid, 'way back when. We used to codfish a lot in winter, and in those days codfishing was very good. Any fisherman who couldn't get fifteen or twenty lunkers wasn't trying. But as good as it usually was, there were slow days, too; days when you had to scrounge around for fish. It was on one of those days that I first caught yellowtails.

It was late winter, about early March as I recall, and the cod had already deserted the Cholera Banks. The skipper decided to fish The Farms,

The author with some of the yellowtails caught in south shore waters.

which was still producing a few fish. Cod usually move offshore to deeper water at this time of year, preparing for the long jaunt back to Nantucket Shoals. We gave it a fair try, though, hoping to connect with some of the late starters, but it was slow going. The cod we did manage to get would amount to a good catch by today's standards, but in those days it was considered poor fishing. As a last resort, we made a move inshore to open bottom and began drifting. It wasn't too long before we began to feel short, smart raps. Something was after our skimmer, but we couldn't sink the hook.

"Those are yellowtails," explained the skipper. "If you have small hooks, put them on."

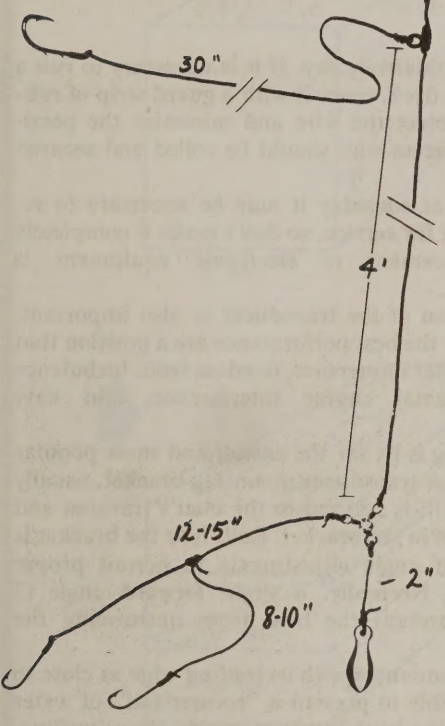
Which is what we did.

In two hours fishing time, we filled butter tub after butter tub with yellowtail flounders from one to three pounds, with an occasional one going to four pounds.

Over the years, I have fished yellowtails whenever I could get someone interested, which wasn't too often. Everbody wants cod. But this past winter, with several friends, I again gave the yellowtails a try. We went offshore through Shinnecock Inlet and drifted in water from fifty to ninety feet. We found most of them at sixty feet after more than an hour's search. We probably could have gotten our fish sooner, but the whiting were thicker than expected. Even so, we did get about a hundred pounds of good sized fish, most of them averaging one to one and a half pounds, with the largest ones going a pound more. With them were three small cod, and a few ling.

It isn't difficult to catch yellowtails. Any fisherman who catches winter flounders can just as easily catch yellowtails. The only thing to remember is to use heavier tackle. A medium heavy boat rod, with a matching conventional reel filled with 30-pound mono will do. As for the terminal tackle, two number four hooks in either Chestertown or

Yellowtail/Codfish BOTTOM RIG



Sproat patterns will do the job. The sinker should be of the bank type and from eight to ten ounces in weight, depending on tide strength. Tie the hooks tandem style about two inches above the sinker to be sure they are on the bottom where they belong. Like most all flounders, yellowtails won't rise far off bottom to feed. You can use three-way swivels if you wish, but it isn't necessary.

Winter being codfishing time, the smart fisherman will add a 5/0 to 7/0 Sproat hook snelled on a thirty inch, forty pound test leader four feet above the sinker. Whiting can be a problem if you seek other fish, and there isn't much you can do about it except hope to find your yellowtails before the whiting find you. Ling aren't too much of a problem.

As for bait, about the only kind you will need is the skimmer, which should be sliced into narrow strips about two inches long. Remember to allow a half inch to trail, enabling it to flutter in the current. The "ribbon" of the skimmer is an excellent bait to use.

Yellowtails will also take shrimp, crab, and small pieces of fish. We tried a small piece of whiting filet as an experiment, and we did get a few, but the skimmer seemed to work best. There is no doubt sand and bloodworms will work as well. We didn't try worms, but if you use any of the baits acceptable to winter flounders, you can't go wrong.

Just like their cousin, the flounder, you won't find too many yellowtails around wreckage or rocky bottom. You should look for them in areas containing a mixture of sand and mud. Your best bet is to obtain Coast Guard charts of the areas you intend fishing. This is where the description of the bottom will really help you. Stay away from gravel and soft mud bottoms. If you want ling and whiting, fine, but you will get few yellowtails.

If you don't have a chart, a good method is to watch the draggers in operation. They know exactly where the yellowtails congregate. Stay clear of them, of course, but try a few drifts in the vicinity. This is the method we used.

Drifting is important in this type of fishing, providing the weather is suitable. We tried anchoring, and, while we caught fish, they soon slowed to an occasional pick. Hook and line fishing for yellowtails is a comparatively new innovation with much promise, and lots of study and experiment is in order before anyone can definitely state where to fish. That is why using charts, and/or checking the commercial activities, will produce most fish for you.

All flounders have the same general appearance, and are easily recognized by most everyone, but each species has its own differences. The yellowtail is a much thinner fish than the winter flounder, with a slightly narrower head which comes to a more pronounced point. His toothless mouth is a bit larger than that of the winter flounder, but much smaller than a fluke's. He is also right-handed, as are all cold water flounders. The upper body is lighter in color than the winter flounder, and is sprinkled with many rust colored spots. In fact, he is known in some areas as the rusty dab. The tail is narrower than the

(Continued on page 18.)

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The Fisherman's Sonar:

Part IV: Mounting the Transducer

by Jerry Gomber

The placement of wires and mounting of the transducer is considered by some to be the most important aspect of installation. An improperly mounted transducer can render the sonar unit useless.

Most units designed for permanent mounting are supplied with a power cord and a transducer with twenty feet of connected cable. Both cables should have a screw-type connector jack for attachment to the box.

The power cord has two bare wires on the input end to be connected to the boat's battery or accessory block at the instrument panel. This latter arrangement is best since it is well-within the normal six foot scope of the power cord. As with other electrical equipment, the black wire is your ground and the white (or red) is your hot lead.

The wires can be placed in an exposed installation by leading them along the gunn'ls and up the side of the console or instrument panel; they will be easily accessible but more subject to damage and the elements. A more professional installation would be to run the wires inside the dash or console and under the decks or coaming.

Drill a hole (1/2 or 5/8-inch diameter is usually large enough) behind the display unit. Be sure the hole is outside the range of the bracket when it is pivoted. Run the wires through this hole where they're out of sight and out of trouble. To keep the rough edges of the hole from cutting or fraying the wires you can install a rubber wiring grommet that can be obtained from hardware or electrical supply stores. The wires fit into a slot in the center of the grommet, and the flanged edges fit over the hole rim to seal out water.

Spend a night on a rip with ten or twelve feet of loose wires snaking around the deck and you'll see why they are downright dangerous when not just "in the way". Many sportfishing boats, specifically center console types, have built-in wiring ducts for ignition, steering, tilt and electrical cables or wires. This is the best place to locate the transducer cables for safety, protection and a direct routing to the transducer installation point.

In those boats without ducts, run the wire below decks and through bulkheads or along the overhead of the cabin. This latter installation will use up a great deal of wire, however. When running wires below decks, be sure to keep them out of sumps, or wet areas of the bilges where the potential for rot is greatest. Wires can be run through bulkheads and stringers by using the wiring grommet as in the mounting surface. Caulking compound is necessary here as a sealer against moisture and rot.

Another technique for installing wires below decks is to use PVC tubing as a channel for the wiring. This will keep the wires dry and protected, but be sure to caulk or seal the ends to keep out water and condensation. This flexible tubing can be bent to fit hull contours and serves the same purpose as a wiring duct.

In all types of installations remember to keep the wires PROTECTED and DRY. Exposed wiring, wedged and caulked into crevices where deck or planking members meet, or stapled beneath gunn'ls, is quite safe from loose gear and feet as well as being relatively dry. If it is necessary to run a wire across a smooth deck, cover it with a guard strip of rubber or plastic to protect the wire and minimize the possibility of stripping. Excess wire should be coiled and secured out of the way.

Just remember that someday it may be necessary to remove this equipment for service, so don't make it completely inaccessible. Replacement of electronic equipment is extremely expensive.

The proper location of the transducer is also important. The basic criteria for the best performance are a position that provides constant water immersion, freedom from turbulence (air bubbles), minimal engine interference, and easy accessibility.

Transom mounting is by far the easiest and most popular form of installation. A transducer mounting bracket, usually supplied with the unit, is secured to the boat's transom and the transducer placed in the bracket. Built into the bracket is a complete range of angle adjustments to permit proper signal transmission. Normally, a slight forward angle (3 degrees) is set to prevent the boat from outrunning the reflected signal.

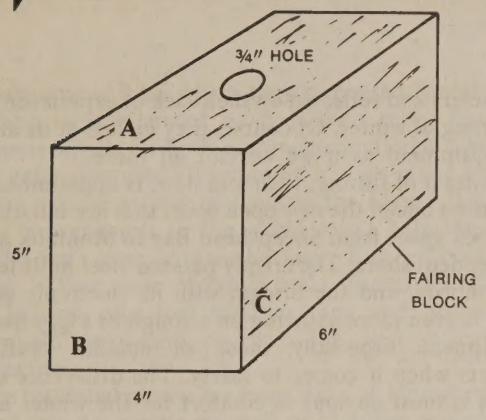
The transducer is mounted with its leading edge as close to the transom as possible to prevent a "rooster tail" of water from forming when the boat is run at speeds above trolling. On single engine boats, locate the transducer on the side of the transom opposite the distributor and as far from the propeller as possible. This will cut down on engine interference and eliminate prop turbulence. On twin engine craft the transducer should be installed on the keel line between the two propellers. This will provide a null, or balance of turbulence and electrical interference, while allowing a maximum depth for the transducer. Don't let the signal head extend too far below the hull. Keeping it as even with the hull bottom as you can will prevent possible damage due to striking objects on the water surface.

Another type of installation is the "through-hull" mount. The transducer is mounted through the boat's hull, making this the most difficult type of installation. First locate a spot on the hull that remains wetted at planing speeds, usually aft of amidships and to the side of the keel. Be sure this point is easily accessible from inside the boat and is not supported by the boat's trailer rails or rollers.

Most hulls will require fairing blocks for this type of mount. The purposes of these blocks are to compensate for the hull's angle and to support the transducer in a vertical position.

Start with a level waterline and the mounting area accessible. Obtain a piece of marine hardwood of 4" X 5" X 6" and mark the sides "A", "B", and "C" as shown in the accompanying Diagram 2. Drill a 3/4" hole through the center point of side "A" and place the block against the hull at the mounting point. With the aid of a level, draw a straight, level line across the middle of side "B". When the block is laid flat you will have a diagonal line of an angle equal to the rise of the hull. Draw lines across "B" at points 1/4" above and

1 **Bore ¾" hole in the center of face "A".**



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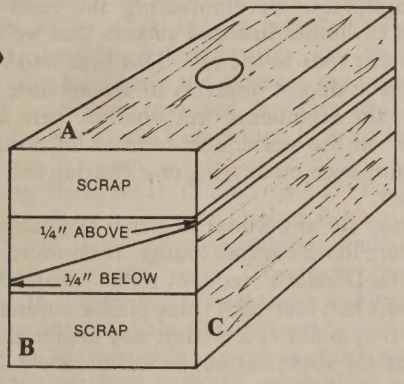
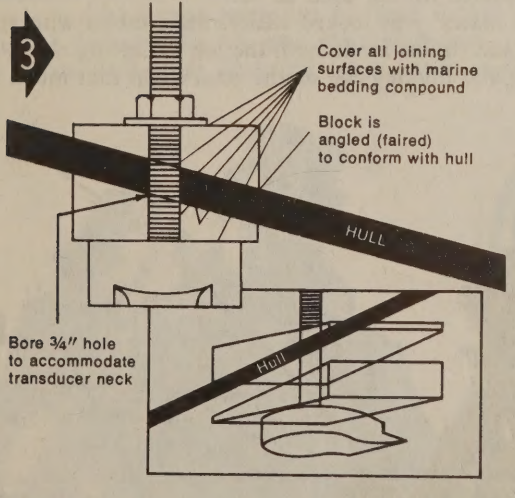


Measure ¼" above and below the diagonal and scribe the block as illustrated

Saw along the indicated lines and discard the scrap ends

3


Cover all joining surfaces with marine bedding compound
Block is angled (faired) to conform with hull
HULL
Bore ¾" hole to accommodate transducer neck
Hull

below the diagonal. Saw along these lines and discard scrap. (Diagram 3) The remaining wedges are the fairing blocks built for your boat. Reverse face "B" and you're ready to install the transducer.

Drill a 3/4"hole in the hull at the mounting point and assemble the components according to Diagram 4. Cover all joining surfaces with bedding compound and fill the hole through the fairing blocks. Tighten the stem nut ONLY HAND TIGHT before the boat is placed in the water. After the boat has been in the water for about a week the blocks will swell. If the nut is too tight at the start, it is possible for the transducer stem to snap. And remember, there is a 3/4" hole in the hull with a not-so-solid plug to keep out the water.

The third type of installation is called "No-hole/thru-hull". In this mount the acoustic signal is transmitted through the hull itself. This installation is popular on fiberglass and "tin" (aluminum) boats which can transmit the signal with no loss of power. Wood, however, with its air filled fibers, absorbs most of the signal and renders this type of installation useless.

The criteria for the mounting location is the same as for through-hull mounting. Single layer glass hulls are best but by trial and error in double hulls you can locate your spot. Try the bait well, sump drain, bilges etc.

You have a few choices open to you in this installation. First, you can simply epoxy the transducer head to the hull itself. Mix a batch of clear epoxy thoroughly to eliminate bubbles and set in a pool on the hull. Place the transducer in the epoxy and brace in an upright position. Just be sure of your installation area. You can't change your mind after the epoxy sets.

Or, you can use a wet area of the hull that is in direct contact with the water outside. The bait well or drain trough are easiest to get to. The bilges or sumps will put the transducer out of the way of feet and gear and allow good transmission. Be sure the transducer head is submerged at all running angles.

If you don't want the transducer permanently bonded to the hull and can't find a place to submerge the head inside the hull, you can build your own sump by using a can or plastic container. Be sure it is wide enough to accept the transducer head and cut out the top and bottom. Place against the hull and mark its outline. Now, build a head of epoxy on this line and press the can into position. Add more epoxy along the bead, inside and out, and you can be sure of a watertight seal.When the cement dries you can fill this sump with water, insert the transducer and adjust for the proper signal angle. That's it — a homemade transducer sump with no damage to the hull!

There are some refinements to be made here, too, if you want to go to the trouble. For instance, the lower fairing block on the through-hull mount can be streamlined to cut down on drag and turbulence, and you can use anti-fouling paint on the transducer face to eliminate the growth of weeds and algae.

On transom mounts, you should remove the transducer from its bracket when trailering your boat. This will prevent a build-up of dirt and oils on the transducer face. Such a coating can block part of the signal and cause poor or erratic reception. Rubbing lightly with a mild soap and steel wool does a great job in cleaning the transducer face.

On "no-hole/through hull" installations in boats that remain in the water all season it may be necessary to use the best foulproofing, at least in the area of the transducer. Haul-outs just to clean this area are mighty expensive.

There you have it. You should now have a pretty good idea of how and where to install your small boat sonar. Once you start using it, you'll have a new outlook on your old fishin' hole — mainly because now, at least, you'll be able to find it!

WINTER FISHING...

Those whose memories go back before World War II sometimes talk about large pools, the even bigger card games, and the good cod fishing they had back in the thirties on the "Glory" out of Sheepshead Bay. Chopping the ice off the deck to get some room for fishing seems to have been a daily occurrence, at least according to the memories of such senior anglers. It wasn't all fun, either. Fishermen did get frostbite occasionally and people did lose limbs. But that danger always accompanies winter fishing.

My own experience doesn't go back quite that far into recorded history, but I still remember my first February trip out of Sheepshead Bay. The mate even gave us half-fare tickets, since we were still teenagers and business seemed to be slow. Today, a rod rental on a winter trip may cost more than that $2.50 fare.

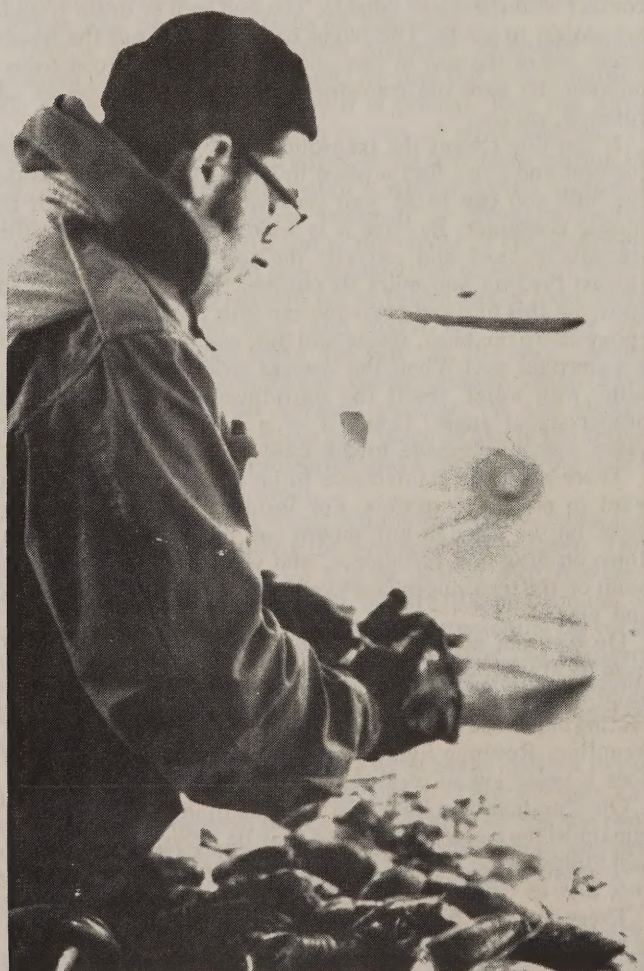
Aside from the rough seas, a few whiting, and no cod, what stands out in my memory from that trip was the pot-bellied stove that was used to keep the cabin warm. I can't recall whether it was wood or coal that was burning, but it was visited by all the anglers frequently during the long day, as they willingly endured the temporary pain of thawing chilled finger tips. Riding home on the subway one looked at the other travelers and reflected on their lack of experience of the true meaning of winter. Of course, they looked at us and our fishing equipment as if we weren't all there.

The contrast of fishing, then and now, is apparent as soon as one gets on one of the new open boats that are bursting out of their dock space from Sheepshead Bay to Montauk and on the Connecticut shore. The crisply painted steel hulls lend an air or authority, and the bridge, with its electronic gear in evidence, is even more assuring on a rough or foggy day. But most skippers, especially those of smaller craft, are worry-warts when it comes to safety. The difference on the new boats is most obvious in comfort for the winter angler.

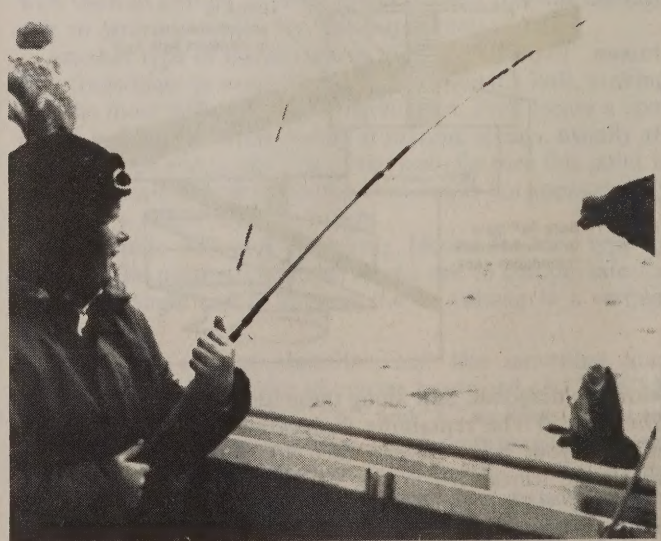
One boat I was out on for a December codfishing expedition to Block Island has already forced a change in my traditional equipment by eliminating the need for those combinations of clothes-line and sinkers that we've used for so long to tie our rods to the rail. This boat had rubber rod holders spaced at decent intervals to accomodate fishermen and eliminate the arguments over whether there was "room for one more" at the stern. The addition of built-in hooks under the railing even made tying one's burlap fish bag to the boat a lost art.

The next stop for any winter angler is the cabin, but this one looked more like a cocktail lounge. In comfort, at least, it even had MacDonald's indoor room beat. The long, booth-type seats had four-inch thick plastic covered cushions on them and they could accomodate any angler shorter than Wilt Chamberlain stretched out to full measure. The tables were wide enough to handle a complete, gourmet dinner or a seven man card game, and the wide windows provided a good view of eastern Long Island Sound without having to brave the wind outside. Even the rest rooms had more room than those on the big, new jetliners.It was obvious that this wasn't what winter fishing used to be.

The mates' jobs looked easier. Steel tables with running water and drains made both the job of cutting clams before fishing and filleting cod on the return trip that much easier.



And, while everyone is napping in the warm cabin, the hands still have their work cut out for them.



Even youngsters get winter cod. Despite the fairly mild December day, this young man felt the lack of gloves.

Not What It Used To Be

by Don Millus

Rod storage areas, from which they dispensed rental outfits of 4/0 Penn reels mounted on rods with roller tips, were located conveniently for both passengers and crew. Overhead racks for gaffs, mounted all around the boat, made less work of the last minute efforts of landing the bigger fish.

All the conveniences in the world won't help the winter angler who isn't dressed for the task. Rubber boots with insulation or four pairs of heavy socks, thermal underwear and ski jackets, plus foul weather tops and bottoms are almost impossible to omit, except in the most unseasonable winter weather.

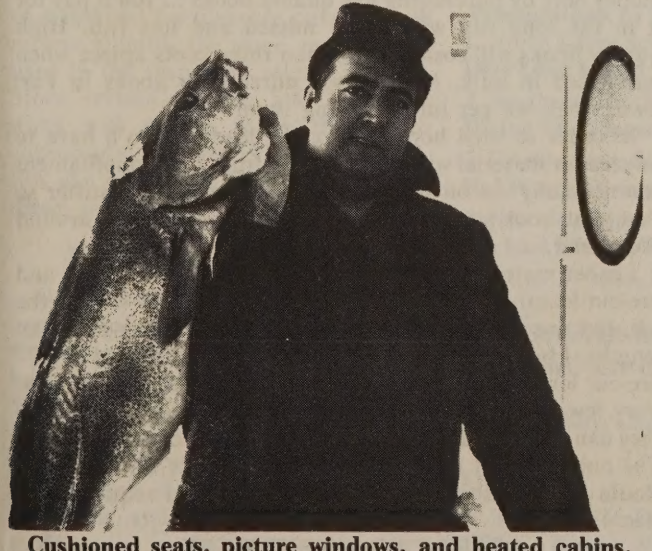
Rubber insulated gloves are essential ... I almost ruined a recent cod trip by leaving my pair of "lobster gloves"in the car. I had driven up to the Niantic River from Milford, but the Nixon speed limits on the Connecticut Turnpike put my arrival at the Mijoy dock behind schedule. Fortunately, Paul Brockett, the skipper for that day, saw my lights and held the boat. But I did leave the gloves in my haste, and if it wasn't for an extra pair provided by Gary Walker of the "Mijoy 747" crew, I would have gotten in a lot less fishing. Next time I won't forget.

Is codfishing itself what it used to be? Probably not, considering the depredations of foreign fishing fleets, but there are still fish there for the catching. And that's what hasn't changed over the years. The man (women and children, too, in surprisingly increasing numbers) who is persistent in getting that baited hook down to the bottom and concentrating on letting *Gadus morrhua* grab a good hold of it before setting the hook will still outfish the angler who spends most of his time getting warm. And, for those venturing out on the winter seas for the first time, the knowledge that a few seasick preventing pills before going out may save the day should be kept in mind. The normal motion sickness pills do increase drowsiness, so the angler who has a long drive before getting to his boat should wait until reaching dockside for his preventive medicine.

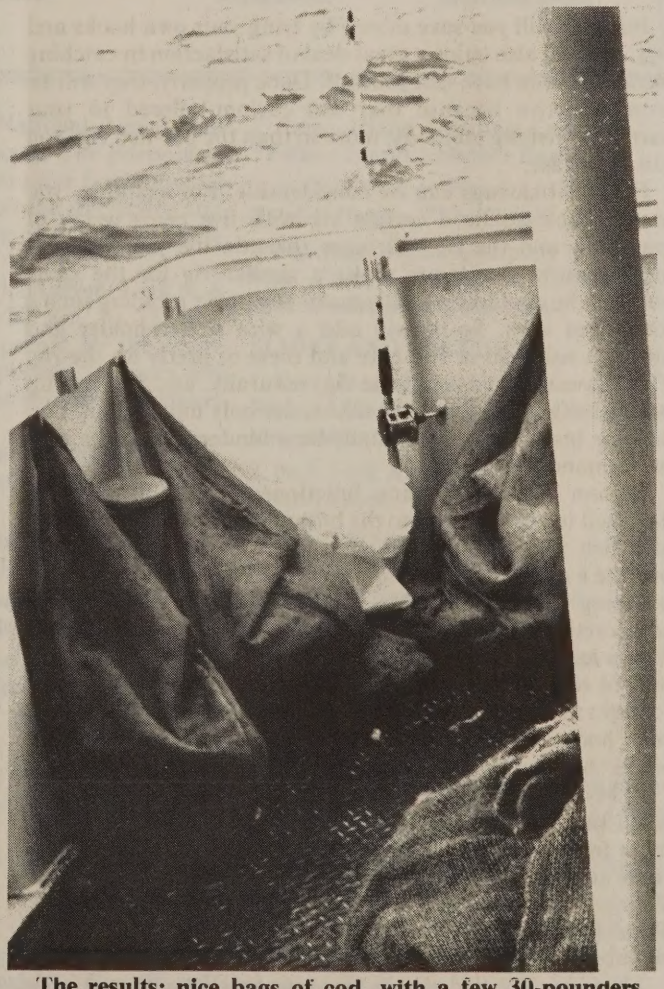
The new boats with their electronic gear, twin engines, back-up generators, and large ice chests not only make the standard year-long fishing more comfortable, but also put anglers within reach of once inaccessible waters. The tile fishing trips of the Sheepshead Bay fleet and the Nantucket wreck expeditions of such new boats as the Amberjack IV and the Viking Star out of Montauk have put a lot more variety into deep sea fishing.

But I think the ultimate destruction of my image of winter fishing came on a recent trip out of Niantic, Connecticut. We had had a fairly good day fishing the south side of Block Island and when the horn sounded everyone was ready to go home. A few anglers left their fish for the mates to clean and turned to the sinks on the back of the new boat.

There were quite a few surprised faces when they discovered that the hot water faucet actually produced hot water. The paper towels in the dispenser above the sinks were sheer serendipity. And when I sat down in the cabin of the "Mijoy 747"and could watch the Sunday afternoon pro football game during out two hour plus run home, I almost felt guilty. After all, winter fishing used to be a kind of subconscious test of manhood. It still isn't a sport for everyone, but it's certainly not what it used to be.



Cushioned seats, picture windows, and heated cabins. Times aren't as bad as they used to be for winter anglers.



The results: nice bags of cod, with a few 30-pounders thrown in. Note built-in rod holders and hooks for bags.

Tying Your Own Basic Bottom Rigs

by Scott Simons

Have you ever thought about how much money you invest each season on hooks, rigs and sinkers? Stop and think about it for a minute ... it's probably more than your wife would stand for — if she knew!

Now, between the 1973 and 1974 fishing seasons, you'll have a lot of spare time on your hands and, if you are anything like me, it will be only a short time before you start watching the calendar, itching for the flounders to come out of the mud. In the meantime, however, I spend the winter months tying rigs for the coming season.

This series on basic bottom rigs will consist of six parts that will take you step by step through the methods used in preparing all the basic terminal tackle yourself.

Part I: Concepts & Materials

Not only will you save money by tying your own hooks and rigs, you will also enjoy a great deal of satisfaction in catching fish on rigs you have tied yourself. Done properly, they will be more effective because they are custom-tailored to your particular fishing methods; more so than the pre-tied rigs you can purchase.

Financial savings can be considerable. For example, you may be able to tie a certain rig with five cents worth of materials, and the rig will more than do the job. But if a manufacturer decides to make a similar rig for the same purpose, he couldn't possibly make any profit retailing such a low-priced item. So he will add a wire sinker holder and maybe a red bead or two here and there to pretty up the rig. This increases the cost of the rig, naturally, and you end up paying for a lot of hardware that is not only unnecessary but, in some instances, may actually be a hinderance to the rig's performance.

Bottom rigs serve many functions. Primarily, they are designed to get your bait to the bottom and keep it at the level at which the fish are feeding. Used with light tackle they provide a means of swinging your catch into the boat without breaking your line, due, of course, to their sturdy construction. When using conventional tackle and heavier line, a leader is often unnecessary as your hooks and sinker may be tied directly to the main line. But leaders are a must for light tackle because the light monfilament frays easily and your hooks will constantly foul on the line without a stiff leader to keep terminal gear separated.

Pre-tying your rigs in advance will also save valuable time when the fish are hitting hot and heavy. There is nothing more frustrating than to lose a rig to the bottom and have to re-tie another while your buddies are bailing fish around you. This often happens to my good friend and fishing partner, Frank Michelson, who finds himself trying to tie a rig with 10 thumbs — until the action has died down.

I keep my pre-tied rigs in separate envelopes that prevent them from tangling in the tackle box. When I do lose a rig I simply grab an envelope, rip it open, tie a clinch knot to the swivel and I'm ready to go. (P.S. The envelope does not get thrown into the water. If no trash container is available, I stuff the scraps into a pocket which is emptied at the dock or at home.)

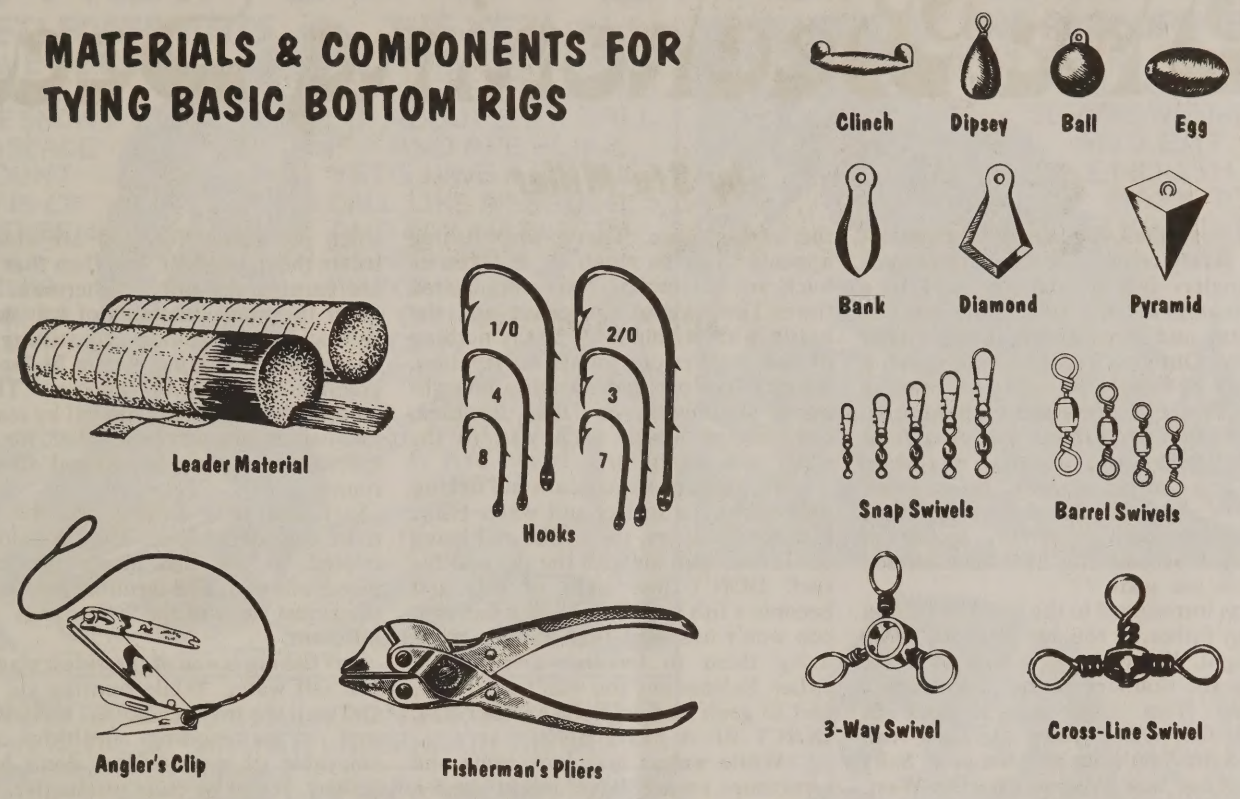
There are three major parts to every basic bottom rig: hook, leader, and sinker. These components are assembled with knots and connecting devices such as snaps and barrel swivels, 3-way and cross-line swivels, hook connectors, links and fish finders. (See diagram.) They may be purchased in small quantities at any bait and tackle shop and in most department store sporting goods sections.

Top quality hooks can be purchased in boxes of 100 at tremendous savings over pre-snelled hooks.(A snelled hook is simply a hook with a leader tied to it.) But don't try to save money here by purchasing low quality hooks ... you'll pay for it in the long run with many missed and lost fish. High quality hooks will cost you less than three cents apiece when purchased in bulk. More about purchasing hooks in Part Two, when we get into selecting them.

In order to snell hooks and make leaders, you'll have to buy leader material which is different from the monofilament you normally use on your reel. This nylon is made stiffer so that your hook strays straight out and does not coil around the leader.

Leader material can be purchased in two forms, coils and pre-cut lengths. Ten-yard coils of leader material will do the job, but are difficult to work with and more expensive than lengths. I believe it is best to purchase what you need in 47" pre-cut lengths, which are cheaper and easier to work with. Very few tackle shops that I know of carry them, however, they can be purchased by mail order in bulk at a good price. The only source I know of is Midland Tackle Company, 66 Route 17, Sloatsburg, N.Y. 10974. Write and request their free catalog.

PART TWO — NEXT WEEK
Selecting Hooks.



NEWS RELEASES

[Continued from page 5.]

if there were no shortage. The Boating Information Council expects this shortage percentage to be considerably less if the public continues its conservation measures, and therefore estimates that marinas should have available at least as much gasoline as in 1972.

Q. How about diesel fuel?

Subject to availability, marine retailers of diesel fuel for pleasure purposes will receive monthly the same amount they used in the respective month in 1972. Since certain priority and industrial users will receive more than their consumption in the 1972 base period, this can mean that slight shortages in diesel may exist.

UNDERSEA SYMPOSIUM

On Saturday, February 23, 1974, an underwater symposium and film festival entitled "Planet Ocean" will be held at Ward Melville H.S. in East Setauket (north of Smithtown By-Pass — Rte. 347 — on Old Town Road.) The theme of the symposium will be the conservation of the ocean, its natural resources, and the surrounding wetlands.

Sponsors are Stony Brook University (SUNY) and The National Association of Skin Diving Schools. The purpose of the symposium is to raise funds for the Geology Museum at the university and for the development of the sport of safe scuba diving.

Sessions will be held from 9 am to 5 pm, and from 7:30 pm to 11 pm. Tickets are $5 per person for the entire program. The symposium sponsors will provide a list of restaurants and diners in the area.

Presentations by various diving schools

1. North Shore School of Skin Diving
Dive Long Island

2. Southern Tier Diving
Diving The Finger Lakes

3. Florida State Skindiving Schools
Hal Watts, Diving in Florida

4. North Carolina School of Diving
Michael Sexton, Wreck Diving

5. Rhode Island Academy of Skin Diving
Larry Silvia, Diving in Rhode Island

6. National Association of Skin Diving Schools
John Gaffney, Club Aquarius

FILMS

1. Nova Scotia Dept. of Tourism
"Dive Nova Scotia" & "Wreck Hunters"

2. Long Island Lighting Company
"Father Island...Mother Bay"

3. Suffolk County Water Authority
Patrick Dugan, "The Gifts"

4. Eastman Kodak Company
Paul Yarrow, "Super 8 Underwater" and "Underwater Colorama"

SLIDES AND LECTURES

1. Perry Oceanographics
Richard Clarke, Saturation Diving and award winning slides

2. New York Aquarium
Robert Fares

3. U.S. Navy
U.S. Navy Oceanographer

4. Nassau County Marine Patrol
Richard Boullianne

5. New York Ocean Science Lab.
Dr. J. Baiardi

6. Nature Conservancy
William Andrews

7. Dept. of Environmental Conservation, Div. of Marine & Coastal Resources.
Albert C. Jensen, Rape of our fisheries

8. Dept. of Environmental Conservation
Chester Zawaoki, Artificial Reefs on Long Island.

9. Frank Margiotta

[Continued on page 20.]

The Beckoning Sea

by Stu Miller

All along the Long Island, Connecticut and Jersey coasts, countless thousands of anglers fish in and are held in a fascination of "Big Salty", the Atlantic Ocean, and its offshoot, Long Island Sound. Our area's coastal waters offer a variety of fishing probably superior to any other. From blowfish to giant tuna, they're here (in season), and provide us with healthy and exciting recreation plus any number of meals. Be ye a surf nut, a bay or inshore or offshore sinker-bouncer, chummer, troller or jetty-jockey, you truly have been blessed by the sea gods.

I was introduced to the sport of fishing by my father, at the age of about seven or eight. We took open boat trips for fluke and flounder on the "Lady Ann", sailing from Salty Sam's Dock in Lindenhurst. My father, the Lady Ann and Salty Sam's are all gone now. Salty Sam's has now become Charlies West. Those trips were an introduction to a lifetime of fishing, which I hope will continue for a while more.

Fishing is a basic, natural sport dating back to the time all our relatives lived in caves. (I think a few of mine still do.) They didn't have to wash, shave, get haircuts or go off daily to some job they hated, and they ate their meat raw, as the saying goes. That's why fishing appeals to us so much — it takes us back to a simpler, less complicated time. The love of the chase and the battle is in our blood — to say nothing of how it takes our minds off troubles, worries, tensions and anxieties brought about by living in this troubled, complicated world: each visit to the water is a tranquilizer.

We must also maintain a "fishing philosophy", a sort of salt water ethic. Fish for the sport, the battle, and being out in the open air with the sky and the surf. DON'T lose sight of this and become a fish hog. Don't kill a fish that you won't use, and that doesn't mean using them to fertilize a rosebush, either. Release any you won't eat, to live and to grow and to fight another day. DON'T BE A FISH HOG!

While waters may look tame and sometimes empty, bays, inlets, creeks, channels, surf and offshore waters are teeming with life in the various seasons. Fishable by surf rod over the breakers, from jettys, banks, piers and, of course, from boats, ranging from a rowboat to a party boat, the wealth of Neptune is there for the angler to enjoy. A party boat captain can usually put you into fish, but the real challange and sport is when you search for, and are able to locate them, yourself. It is then that you are earning the title, "fisherman."

Of the many methods of salt water fishing, bottom-fishing and drifting cut bait while chumming attract by far the greatest number of anglers. These methods are not really limited by season and can, in one way or another, for one species or another, be enjoyed all year round.

Surf and jetty fishing are the last to be considered here. They are closely related, as you fish nearly the same pieces of water. The terminal gear is the same, just some of the "trimmings" are different.

Surf fishing is one of the oldest ways to fish salt water. While hunting via rod and reel, the ever-pounding, mysterious surf is an exciting, healthful and enjoyable (if your waders don't leak) activity. It can be quite productive, too, but requires a certain degree of expertness, experience and a good deal of patience. There can be a great many casts between fish.

A variety of fish, though, feed close inshore — in the suds, on, in front of and just behind bars and around rocks, where the turbulent surf uncovers food for fish to feed on. Deep holes, gulleys and sloughs are good places to place your cast, or to slowly retrieve your lure through. Long casts are not always necessary. In fact, an over-enthusiastic caster might often drop his bait way beyond where the fish are feeding. The baits employed here are worms, clam, squid, cut fish, shrimp, mussel, crab. Artificials are greatly employed in fishing the surf.

This past season, I spent most of my line-wetting hours fishing from a 14-foot aluminum car-topper. This was really the first year in which I did more boat fishing than surf fishing. I took out after fluke, mainly, since they have been such a rarity in recent years. I found the bays and channels behind Merrick, Seaford and Massapequa to be quite productive. Of course, until late in the season, seven out of ten fluke were

(Continued on page 23.)

If this lad isn't careful, the beckoning sea will get him.

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THEY GO IN SNOW

BY FRED GUARDINEER

YETI FOOTPRINTS HAVE BEEN SIGHTED IN THE SNOWY CASCADE MOUNTAINS OF NORTHERN CALIFORNIA, SIMILAR TO "BIG FOOT."

THE YETI, OR "ABOMINABLE SNOWMAN" IS DESCRIBED AS ABOUT 5 FT. TALL AND APE-LIKE. YETIS HAVE A DISTINCT CALL, LIKE A SEAGULL'S, AND ARE NATIVE TO THE HIMALAYAN MOUNTAINS OF THE CHINESE-INDIAN BORDER...

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TIMBER WOLVES USE SNOW TO TRACK DOWN OLD, SICK, AND WEAK DEER, MOOSE AND CARIBOU. NATURE'S WAY OF KEEPING THE HERDS IN BALANCE AND IMPROVING THE BOVINE HERDS.

FEB. 2 - GROUND HOG DAY..

THE WOODCHUCK EMERGES FROM ITS BURROW TO TEST THE WEATHER. NO SHADOW MEANS AN EARLY SPRING. SUNSHINE AND A SHADOW MEANS SIX MORE WEEKS OF SNOW AND WINTER. THE CHUCK'S BURROW IS AN ESCAPE HOLE FOR RABBITS, PHEASANTS, SKUNKS, SNAKES AND OTHER WILDLIFE.

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FISH NOW FOR YELLOWTAIL!

(Continued from page 9.)

winter flounder's, the underside being lemon yellow, whence comes the name.

Yellowtails range from Labrador out to the Grand Banks, and down to about Virginia, with the largest concentration being from the George's Bank down to offshore Long Island. During late fall, they work into the shallower waters to await spawning. This is when the Long Island fisherman with a seaworthy boat can catch all he could possibly want. As the season progresses, and the water warms, the fish work back offshore to depths as great as 600 feet or more. By the time late April and early May arrive, they are gone, for all general purposes. So, if you want to cash in on this bonanza, you will have to plan on cold weather fishing. With today's modern, insulated clothing, this is no serious problem.

As for eating, many fishermen claim they are tastier than the winter flounder. This is a matter of personal choice, of course, but I am inclined to go along with them: yellowtails are delicious. Fillet them, brush with mayonnaise or sour cream, put under the broiler, and you'll soon find out why.

If the codfishing should slow up for you some day when you are offshore, don't give up. Fish for yellowtails!

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South Shore Report

During the past two weeks, this reporter was at the New York Boat Show. This show started out with a less than enthusiastic outlook but ended up with both the dealers and the public looking forward eagerly to the upcoming season. What started out as a gloomy outlook on the future of boating and fishing has turned into determination by dealers and the public not to be done out of their fair share of fuel and other products. With regard to fuel supplier for the coming season, it seems that in talking informally to both suppliers and gasoline dealers, fuel will be available in about the same quantities and distribution as it is presently. Speaking to people at the eastern end of Long Island, and Montauk in particular, I have been assured that anyone coming to these areas to go fishing will not be stranded as fuel will be available now and in the coming season. At present Montauk reports that if you can get out there, they will see to it that you get home, even on Sundays. Car pooling is suggested as one of the better means of fuel conservation.

The best codfishing is still taking place in and around Montauk Point, said Capt. Les Behan of the Peconic Queen II. On Saturday, during that beautiful weather, they traveled to Shark's Ledge, and although the fish were bigger, they were not as plentiful as at the areas nearer to Montauk. During the week the fishing close by the Point produced the usual 3 to 8 lb. fish and an occasional 15 to 20 pounder. The pool fish must be 25 lbs. or better. In this regard, one of last week's pool winners was Bob Zatkowski of Centereach, N.Y. who had a 26 lb. codfish and took home the pool of $150.00. There were larger fish that took the $2.00 and $3.00 pools, and catches went as high as 20 fish per man.

Good catches were had all week by the fares on Capt. Richard Rade's boat, Marlin III. Dick has been fishing Block Island and offshore where he has had at least four or five codfish caught everyday which ranged between 30 and 50 pounds. The catches went as high as 20 or more fish per man. In the middle of the week they sailed to the Cartwright Grounds where Frank Balot picked up a 57 lb. codfish to take the pool.

Capt. Paul Forsberg of the Viking Star reports fantastic fishing all week long. Paul said they have had anywhere from 300 to 500 fish each day. Saturday was not as productive as the prior days and Sunday's high winds and rough seas cut their catch even more. Block Island and Cartwright Grounds are the areas being fished now and the fish are from 5 to 10 lbs. average weight. Pool winners have run anywhere from 30 to 57 pounds.

"Picky, picky, picky, that is what the fishing has been this past week," said Capt. George Tweedy of the Capt. Scotty. George has been wreck fishing mostly as the open bottom is a poor producer now.

N.Y. Bight Report

Capt. Jack's Star Stream has experienced good weather and indifferent fishing. One day they had a gang of people on board and 28 fish were taken, while on another day there were 75 fish taken by the 10 people on board. You figure it out, I can't.

Capt. Fred Ardolino of the Amberjack IV was another captain who had an up and down week of fishing. The codfish were being uncooperative so Fred went to the B.A. Buoy to fish for whiting and ling which, by the way, did cooperate.

This past week, the U.S. Coast Guard boarded a foreign fishing vessel that happened to be fishing inside the 12 mile limit and brought it to Governor's Island. There it was found to have in its hold 186 tons of mackerel. Remember this the next time you go fishing and see these foreign vessels taking all the fish and leaving us nothing. Write to your congressman — don't just talk about it. If you want to have good fishing, do something. Talk is cheap but a written complaint from a constituent will prod a legislator into positive action.

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NEWS RELEASES

[Continued from page 15.]

Marine Invertebrates

10. Greeport Aquaseum
Presentation on the Aquaseum

11. U.S. Dept. of Commerce
Dr. J. O'Connor, The Wetlands of Long Island.

12. Stony Brook University
Phil Dustin, The Coral Reef

For further information, call: (516) 757-2252.

COAST GUARD MOTORBOAT OPERATORS LICENSE SEMINAR

Marine Associates has announced that they will conduct their second annual spring Seminar for persons interested in obtaining their Coast Guard Motorboat Operators license. This is the license that is required to take up to six persons for hire and is used by most charter boat captains.

The Seminar will be held on Saturday, March 16, 1974 from 10:00 A.M. until 4:00 P.M. and the cost for the entire day including material is $40.00. The seminar is for those persons that have at least a year of experience on the water. It is a cram session covering only the subjects on the written exam. Subjects include Rules of the Road, weather, seamanship, first aid, aids to navigation, charting and more.

Attendance is limited and persons interested should send a $20.00 deposit to Marine Associates, 130 Grand Avenue, Englewood, New Jersey 07631. Details will be mailed prior to the Seminar.

12 LESSON BOATING SAFETY COURSE AT COMMACK

A class in boating safety will be held at Wood Park Elementary School, New Highway, Commack, sponsored by The Commack Flotilla of the U.S.Coast Guard Auxiliary.

Registration will be Monday, Feb. 4th, at 8:00 p.m. The classes will be held each Monday, 8:00p.m. to 10:00p.m., for twelve weeks, and certificates will be awarded to those who successfully complete the course.

The fundamentals of small boat handling, including the use of line, charting, aids to navigation, rules of the road, legal requirements and safety recommendations will be covered.

The course is free to the public and families are encouraged to attend together.

Further information may be obtained by calling 757-3063 after 7p.m.

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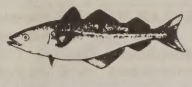

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CLUB NEWS

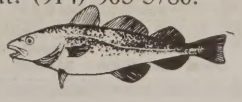
[Continued from page 2.]

COMPASS DEMONSTRATION FREE FOR CLUBS

Any Club interested in a free lecture and demonstration on the magnetic compass may contact Jens Jacobs, Compass Adjuster — (516) 757-7169. It's interesting and highly informative to every boat owner and boat owner to be.

GUN CLUB OPEN TO NEW MEMBERS

The North Yonkers Rifle and Pistol Club is looking for new members. Club members shoot every Wednesday, 9 to 11 p.m., at the Coyne Park range in Yonkers. For further information, contact the club president, Don McAvoy, at: (914) 965-5780.



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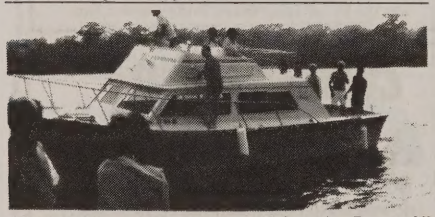

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To place an ad in The Long Island Fisherman Classified call (516) 667-6636. *Classified ads are billed at 15 cents a word with a $4.50 or 30 word minimum. Discounts on extended runs: 12 times, 5%; 35 times, 10%; 50 times, 15%. Ask about our Photo Classified. Effective date Jan. 1, 1973.*

ATTENTION:
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The Long Island Fisherman will publish items relating to club news as they become available. Our only limitation is sufficient space, so news will be published on a "first-come, first served" basis.

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THE BECKONING SEA

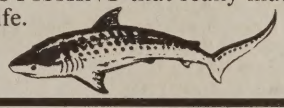
(Continued from page 16.)

throwbacks. Towards the end, though, all fish were over keeper size and were plump, as well.

The attributes of the aluminum cartopper are its portability, the ease of launching from almost any area you want to fish, and its utter lack of need for maintenance of any sort. All you do is use and enjoy. The final "plus" is thatthere's no need for the expense of a hitch and trailer. Who needs more licenses and flat tires? The lightness of the boat (120 lbs.) allows it to get up on plane, carrying two fishermen plus gear, in no time flat, and really move out.

Its stability was adequate in all sea conditions under which we fished, and believe me when I say the bays and inlets can get pretty rough. The tin can got me out to the fish and back again with no problems, and very economically. So, what more can a person ask?

Yep,it's a great game.I only regret that more time can't be spent out fishing. Working, sleeping, eating, visiting and all other unimportant social obligations are, when all is said and done, for the birds. It's FISHING that really matters in this life.



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The Original Knight SOLUNAR TABLES When To Fish Or Hunt

The schedule of solunar periods for the following week as printed below has been taken from the original Knight Solunar Tables. Plan your day so that you will be fishing good territory, hunting good cover during these times if you wish to find the best sport that each has to offer. The tables are not a guarantee that you will catch fish or see game during the period, however.

The major periods begin at the time shown and last for an hour and a half or two hours thereafter, and are in black face type. The minor periods are somewhat shorter in duration.

Thurs.	11:30	**5:45**	11:55	**6:10**
Fri.		**6:35**	12:25	**7:00**
Sat.	12:45	**7:30**	1:15	**8:00**
Sun.	1:40	**8:25**	2:15	**8:55**
Mon.	2:35	**9:20**	3:10	**9:55**
Tues.	3:30	**10:20**	4:15	**10:50**
Weds.	4:35	**11:15**	5:05	**11:35**
Thurs.	5:25		5:55	**12:10**

TIDE TABLES

	SANDY HOOK		NEW LONDON		WILLETS POINT		BRIDGE-PORT	
	AM	PM	AM	PM	AM	PM	AM	PM
THURSDAY	1:43	2:09	3:33	3:59	5:03	5:33	5:27	5:59
FRIDAY	2:45	3:19	4:32	5:07	6:02	6:36	6:28	7:06
SATURDAY	3:55	4:33	5:34	6:13	7:08	7:51	7:33	8:12
SUNDAY	5:06	5:44	6:35	7:14	8:20	9:14	8:37	9:13
MONDAY	6:12	6:45	7:35	8:10	9:34	10:24	9:37	10:11
TUESDAY	7:08	7:38	8:30	9:03	10:41	11:23	10:33	11:04
WEDNESDAY	7:59	8:29	9:23	9:54	11:39		11:25	11:54
THURSDAY	8:48	9:17	10:15	10:44	12:13	12:32		12:17

on SANDY HOOK

SHINNECOCK INLET	−0	50
Shinnecock Bay	+1	25
East Quogue	+2	45
Shinnecock Canal	+1	18
Indian Reservation	+3	05
MORICHES INLET	−0	56
Smith's Point	+3	28
Harts Cove	+1	30
Potunck Point	+3	35
Mastic Beach	+3	28
FIRE ISLAND INLET	−0	38
(Inlet,Breakwater & Dem. Pt.)	−0	38
Coast Guard Station	−0	19
Fire Island Light	+0	47
GREAT SOUTH BAY		
Sayville (Brown Creek)	+3	39
Heckscher State Park	+3	20
Bay Shore	+2	23
Babylon	+2	12
Amityville	+2	21
JONES INLET	−0	19
Loop Parkway Bridge	+0	25
Zachs Bay	+1	25
Seaford Harbor	+2	05
Freeport Creek	+0	34
EAST ROCKAWAY INLET	−0	06
Long Beach Bridge	+0	19
ROCKAWAY INLET	+0	00
Beach Channel (Bridge)	+0	38
JFK Airport	+0	26
STATEN ISLAND	+0	27
MANASQUAN	−0	12

on NEW LONDON

Orient Point	+0	27
Connecticut River	+1	10
Little Gull Island (Race)	+0	12
Greenport	+1	04
Southold	+1	43
New Suffolk	+2	26
South Jamesport	+2	32
Shinnecock Canal	+2	33
Noyack Bay	+2	05
Sag Harbor	+0	59
Gardiners Bay	+0	21
Promised Land (Napeague)	−0	14
Fort Pond Bay	−0	29
Montauk Inlet	−0	25
Montauk Point	−1	13

on WILLETS POINT

Little Neck Bay	−0	10
Execution Light	−0	06
Manhasset Bay	−0	01
Hempstead Harbor	−0	11
City Island	−0	03
Rye Beach	−0	28

PHASES OF THE MOON

1/31	1/3	1/10	1/16
NEW	1st Qtr.	FULL	Last Qtr.

on BRIDGEPORT

Lloyd Point	+0	08
Cold Spring Harbor	+0	08
Bayville Bridge	+0	13
Eatons Neck Point	+0	03
Northport Bay	+0	03
Norwalk Islands	+0	10
Smithtown Bay	−0	03
Cranes Neck Point	+0	05
Port Jefferson Harbor	+0	03
New Haven Harbor	+0	08
Mount Sinai Harbor	−0	08
Herod Point	−0	07
Mattituck Inlet	+0	19
Horton Point	−0	20
Truman Beach	−0	42

HOW TO USE TIDE TABLES

To compute the high tide for the area you wish to fish, simply find the closest area on the conversion tables. Add or subtract the hours and/or minutes as indicated from that areas station above. Example: "Shinnecock Inlet —0 50" is listed under "on Sandy Hook". — 0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. For low tide, add 6½ hours to this figure.

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